LEWISHAM PARKING MANAGEMENT STRATEGY REVIEW 2016 DRAFT

Executive Summary

Lewisham is located approximately eight kilometres south-east of Sydney's CBD, at the north-western corner of the Marrickville LGA. Lambert and Rehbein carried out a parking study in the Lewisham Parking Precinct on behalf of Council over 2012-2013. The Lewisham Parking Strategy 2013 was implemented in 2014. Council is now reviewing the implementation of the study.

Measures implemented as a result of recommendations in the 2013 strategy included expansion of and existing resident permit parking area (Area M7 – Lewisham Station), and the creation of a new one, (Area M16 – Lewisham). (See Appendix D)

The review looks at the impact of the implementation and accounts for feedback from the community, parking data gathered since the implementation and other potential impacts on parking in the area such as parking restriction changes in adjacent areas, residential development, and changes in activity along key arterial corridors from commuter and commercial related demand.

Community consultation was undertaken by way of letters to each resident and householder in the area advising of the strategy review and informing them of the questionnaire on *Your Say Marrickville*. (See Appendix A) There were 180 responses to the questionnaire and a number of emails and phone calls from residents which have all been collated into results regarding the circumstances and preferences for each street.

Parking surveys have been undertaken in targeted areas showing the occupancy over various time periods throughout the day and various days of the week. These surveys inform the recommendations for changes to resident parking in a number of areas.

The precinct was divided into six (6) Sub Areas to assist in the analysis and strategy development.

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Summary of recommendations

Recommendation	Recommendation Description	Sub Area
1.	Hunter Street (western side) between number 40 and number 50.	2
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
2.	Hunter Street (western side) between Denison Road and The Boulevarde	2
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
3.	West Street (western side) outside number 40 to number 50. Convert Unrestricted to 2P Resident Excepted 8am to 6pm Monday to Friday	2
4.	 Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday as follows William Street –(southern side) Longport Street (southern side between old Canterbury Road and Brown Street 	3
	As part of resident parking area M7 - Lewisham Station	
5.	Windsor Road (western side) between Old Canterbury Road and Channel Street.	4
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
6.	Weston Street – (eastern side) between Old Canterbury Road and Waratah Mills Light Rail (number 9 to number 75). Convert Unrestricted to 2P Permit Holders Excepted 8am to	4
	6pm Monday to Friday	
7.	Denison Road (northern side) – between Railway Terrace and 9 Denison Road.	5
	Convert 2 P to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
8.	Denison Road (northern side) between Eltham Street and Piggott Street -	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday (consistent with in Dulwich Hill parking strategy)	
9.	Eltham Street (western side) between Victoria Street and Denison Road.	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
10.	Victoria Street (northern side) between Summer Hill Street and Eltham Street.	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	

11.	The Boulevarde - (southern side) from Eltham Street to outside 55a.	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
12.	Summer Hill Street – (eastern side) between Victoria Street and Old Canterbury Road-	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
13.	Fred Street (southern side)	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
14.	Davis Street (cul de sac) (2-10) (eastern side)	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
15.	The Boulevarde (northern side) from Eltham Street to Piggott Street	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
16.	Victoria Street (southern side) between Eltham Street and Davis Street.	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
17.	Nelson Street between Victoria Street and cul de sac (eastern side)	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
18.	Little Street (western side) between Victoria Street and cul de sac	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
19.	Short Street (eastern side) between Victoria Street and cul de	6
	sac	
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
20.	Ensure enforcement for resident parking in area M7 and M16	

Table 1 – Recommendations for Parking Restrictions

Existing and proposed parking restrictions



Introduction

Lambert and Rehbein carried out a parking study in the Lewisham Parking Precinct on behalf of Council over 2012-2013. After the finalisation of the report the recommended parking management strategies were undertaken including the introduction of additional Resident Parking areas.

Council has a policy to review the implementation of the parking strategies and the Lewisham area is currently under review. The review consists of the distribution of a community survey through *Your Say Marrickville*, identification of areas where there is concern regarding parking and the drafting of recommendations to address those concerns.

Since the time of the implementation of the strategy some areas have experienced impacts from the effects of spillover from the implementation, from changes to parking restrictions in adjacent areas, from high density residential development and from increased commercial and commuter activity related to key arterials.

Study Area Location

The study area that has been surveyed and investigated is shown in **Figure 1** and is limited by the following roads:

- Southern boundary Piggott Street and Hampstead Road;
- Western boundary "Former Rozelle freight line" (proposed Light Rail Corridor) and Old Canterbury Road;
- Northern boundary Parramatta Road; and
- Eastern boundary New Canterbury Road, Gordon Street and West Street.

Most of the roads in the study area are under the control of Marrickville Council. The following roads are under the control of Roads and Maritime Services (RMS),

- Parramatta Road;
- New Canterbury Road;
- Old Canterbury Road;
- Brown Street;
- Cook Street; and
- Barker Street

The first three roads listed were not included in the scope of the 2012 study as they are managed by the RMS. The three latter roads have been included, based on their location and size.



The study area was sectioned in 6 Sub areas to facilitate analysis. (See Figure 1)

Figure 1- Sub Areas in Study area

Previous Study Findings

Car Parking Inventory and Surveys

Skyhigh Traffic, on behalf of Lambert & Rehbein, undertook a parking inventory of the study area on 24 September 2012 in order to record the number of existing on and off street parking spaces and the restrictions that applied. The inventory covered the entire study area, including 52 roads, streets and laneways.

Two kinds of surveys were undertaken of all on-street and private off-street locations throughout the study area, as follows:

- Parking occupancy survey the demand for parking, both on-street and offstreet, is recorded along all streets within the study area, during all periods of survey; and
- Length of stay survey duration of stay was assessed through the annotation of car plates of parked cars, during the different periods of the survey.

Surveys were undertaken during the following four days of a typical week:

- Monday October 15th 2012 from 8am to 6pm
- Wednesday October 17th 2012 from 8am to 10pm
- Saturday October 20th 2012 from 10am to 2pm
- Sunday October 21st 2012 from 10am to 2pm

Weather conditions were good during the periods of survey.

A total of 2,484 on-street parking spaces were identified in the study area during the parking inventory. No public off-street parking was identified. However several private off-street parking locations such as in Charles O'Neil Way, TAFE and Officeworks in New Canterbury Road were identified.

The parking assessment of the section of roads undertaken by Lambert & Rehbein categorised the existing parking utilisation as:

- Non-constrained parking with utilisation lower than 75%;
- Near constrained parking with utilisation between 75% and 85% (Effective Capacity);
- Constrained parking with utilisation higher than 85%

Peak car parking within the entire study area occurred at 11am on Wednesday, with an overall occupancy rate of 57%. A high percentage of vehicles were parked for at least the maximum period (four, ten and fourteen hours) during the survey periods.

"The results indicated that overall there was sufficient parking supply within the study area to meet parking demands. However, it was recognised that is some localised areas certain 'attractors' had an influence on available parking."

At that time the survey identified that the locations that experienced higher levels of utilisation included locations close to:

- Lewisham Train Station;
- Parramatta Road, New Canterbury Road and Old Canterbury Road; and
- educational facilities notably in West Street and The Boulevarde



Figure 2 – Parking Occupancy from 2012 surveys

2012 Study Recommendations

The study proposed the expansion of the M7 Lewisham Station resident parking area (Figure 3)and the creation of the new M16 Resident Parking area. (Figure 4). The previous boundaries of the M16 area can be seen in Figure 5. Following the study the recommendations were accepted by Council and the proposed resident parking restricitons implemented in 2014.



Figure 3 – Extended M7 Permit parking area implemented following 2012 study PERMIT PARKING - AREA M16



Figure 4 – New M16 Permit parking area implemented following 2012 study

2016 review Methodology

Following implementation of the 2012-2013 study recommendations Council is seeking to determine what impact the parking management measures have had; and, what changes might have occurred since that time due to land use changes and increased commuter and commercial demand.

The review process has considered a number of sources of information and factors in looking at demand scenarios including;

- Information on land use changes such as large residential developments and light rail interchanges
- Community surveys and correspondence from residents, and
- Parking occupancy surveys

Recommendations for additional parking restrictions have been developed based on demand, occupancy and community feedback.

Each Sub Area is reviewed separately and findings from the 2012-2013 study are viewed in light of changes since that time which might affect parking supply and demand. This forms the basis of whether there is a need to change restrictions and what would be the nature of the recommended changes.

The review recommendations are summarised in Table 1 and illustrated in Figure 5.

Recommendation	Recommendation Description	Sub Area
1.	Hunter Street (western side) between number 40 and number 50.	2
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
2.	Hunter Street (western side) between Denison Road and The Boulevarde	2
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
3.	West Street (western side) outside number 40 to number 50.	2
	Convert Unrestricted to 2P Resident Excepted 8am to 6pm Monday to Friday	
4.	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday as follows	3
	 William Street –(southern side) Longport Street (southern side between old Canterbury Road and Brown Street 	
	As part of resident parking area M7 - Lewisham Station	
5.	Windsor Road (western side) between Old Canterbury Road and Channel Street.	4
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	

		1
6.	Weston Street – (eastern side) between Old Canterbury Road and Waratah Mills Light Rail (number 9 to number 75).	4
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
7.	Denison Road (northern side) – between Railway Terrace and 9 Denison Road.	5
	Convert 2 P to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
8.	Denison Road (northern side) between Eltham Street and Piggott Street -	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday (consistent with in Dulwich Hill parking strategy)	
9.	Eltham Street (western side) between Victoria Street and Denison Road.	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
10.	Victoria Street (northern side) between Summer Hill Street and Eltham Street.	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
11.	The Boulevarde - (southern side) from Eltham Street to outside 55a.	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
12.	Summer Hill Street – (eastern side) between Victoria Street and Old Canterbury Road-	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
13.	Fred Street (southern side)	5
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
14.	Davis Street (cul de sac) (2-10) (eastern side)	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
15.	The Boulevarde (northern side) from Eltham Street to Piggott Street	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
16.	Victoria Street (southern side) between Eltham Street and Davis Street.	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
17.	Nelson Street between Victoria Street and cul de sac	6

	(eastern side)	
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
18.	Little Street (western side) between Victoria Street and cul de sac	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
19.	Short Street (eastern side) between Victoria Street and cul de sac	6
	Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm Monday to Friday	
20.	Ensure enforcement for resident parking in area M7 and M16	

Table 1 – Summary of recommendations of Lewisham Parking Review 2016



Figure 5 – Existing and Proposed Parking Restrictions 2012- 2016

Community Consultation

A letter was sent to approximated three thousand two hundred (3,200) residents and householders in the study area in early February 2016 advising recipients to complete a

questionnaire on the Your Say Marrickville web site. (See Appendix A for letter and questionnaire)

The survey questioned whether restrictions had been implemented for the resident and if they were satisfied as a result. Also people were asked if they had difficulty finding parking, what type of restrictions they preferred and for additional comments regarding parking in their street and area.

Summary of Main Parking Issues Raised In Consultation

The results of the community survey can be summarised as follows:

- Commuters take parking in residential streets around the station for long periods of the day
- Business trucks and vehicles park for extended periods on residential streets
- Large entertainment venues within the area taking up parking/ noise/ rubbish
- Local employees park in residential areas
- TAFE students and teachers take residents parking spaces; (more so since fee introduced for TAFE car park)
- Staff from all schools and CHBS students park in residential streets
- Concerns regarding large residential developments impacts on parking
- Concerns regarding light rail interchanges and the impact of commuters parking especially in small streets close to the stations
- There is a need for increased enforcement

Of the 198 responses received, 108 people said they had not had restrictions introduced in their street and 90 had restrictions introduced. Of the 90 who had restrictions introduced, 39% were "satisfied" or "very satisfied", 44% were dissatisfied or very dissatisfied and 17% were "neither satisfied nor dissatisfied". Some people were dissatisfied with the restrictions because they still could not find parking conveniently even though resident parking had been introduced in their street. This is a function of high demand and it is questionable if changing parking restrictions further would increase satisfaction as supply is limited. For a summary of the satisfaction results see Figure 6.



Figure 6 Summary of satisfactions ratings for all respondents to 2016 survey

Parking Occupancy Surveys

In November 2015 parking surveys were carried out in streets across Sub areas 4, 5 and 6 (See Appendix B) and further counts were undertaken in parts of Sub Area 3 in April 2016. (See Appendix C).

At this time no parking surveys were carried out in Sub Areas 1 and 2. The 2012 parking surveys are referred to for Sub Areas 1 and 2 and no additional park Sub Area 1 have been undertaken as part of the review. (There may be a need assessed for remove parking surveys as feasibility and implementation are considered, and these can be carried out if deemed necessary).

Sub Area 1

There have been no significant changes that impact parking in Sub Area 1 and no recommendations for changes in parking restrictions are being made in this review. In relation to Sub area 2, the 2012 parking surveys are referred to but the impacts of TAFE parking fees being introduced, spillover from existing parking and increases in commuter parking are considered a strong enough indication at this point in the process.



The 2012 parking surveys indicated that this Sub area is influenced by residential, commuter, school and local employee parking, Constraints and considerations include, clearways in Old Canterbury Road, narrow lanes and streets, high traffic volumes.

According to the study recommendations, the M16 resident permit area was implemented to addresses issues of constraint in:

- Thomas Street
- Station Street
- Barker Street, and
- Carrington Street

All recommendations were implemented subsequently and this review does not find any factors which may cause any an increased constraint in streets where there were no restrictions implemented. (There has been a closure of a pub in Parramatta road which was reported to be creating demand for parking in some streets in this Sub area.)

Cook Street, Barker Street and St John's Street are narrow and currently allow for parking on one side only

Three residents of Cook Street who respondent stated that they "Never" or "Sometimes" had to circle the block for parking and there were no respondents from St John's Street or Barker Street. There is no indication that parking has become more constrained in this Sub area and Council does not recommend any changes at this time

Old Canterbury Road

Residents of nine (9) separate households (in the section between Parramatta road and Longport Street) responded to the survey seeking eligibility for resident parking permits. Each had one registered vehicle per household. Any resident parking permits issued would be for permit area M17. This was not considered at the time of the original study and there is no evidence of any increased or altered demand in this area which would justify any further changes at this time.

Recommendation for Sub Area 1

• No change to current restrictions

Sub Area 2

The 2012 parking surveys showed that peak car parking within Subarea 2 occurred at 10am on Wednesday, with an overall occupancy rate of 81%. The main constrained and near constrained locations were:

- The Boulevarde
- West Street
- Hunter Street
- Gordon Street

은 관 등 Capacity (%)									
Location	Available Capacity	Restriction	8am	10am	12pm	2pm	4pm	6pm	8pm
The Boulevarde - East side btw West St and Hunter St	12	NR	67%	67%	58%	42%	42%	42%	42%
The Boulevarde - West side btw West St and Hunter St	11	NR	55%	55%	55%	73%	82%	64%	27%
Hunter St - West side	37	NR	62%	78%	46%	62%	59%	0%	0%
Hunter St - East side	42	NR	86%	95%	67%	83%	81%	0%	0%
Hunter St - East side	4	NP-5	25%	25%	0%	0%	0%	0%	0%
West St(South) - East side	30	NR	90%	100%	100%	87%	80%	80%	83%
West St(South) - East side	4	NP-6	0%	25%	25%	0%	0%	0%	0%
West St(South) - East side	2	D	50%	100%	100%	100%	50%	100%	100%
West St(South) - West side	42	NR	76%	93%	83%	69%	64%	57%	71%
West St(South) - West side	4	1P	25%	25%	0%	0%	0%	75%	50%
Gordon St - East side	19	NR	58%	63%	68%	58%	63%	63%	63%
Gordon St - West side	14	NR	93%	86%	86%	71%	86%	93%	93%
Railway Tce - South side btw Gordon St									
and Hunter St	7	NR	57%	57%	43%	43%	43%	43%	57%
LEGEND: NR = No Restriction; 1P = 1F 8:45am-9:30am&2:45pm-3:30pm School						= Disabled	l; NP-5= l	No Parking	1
Capacity < 75%			apacity < 8			С	apacity >=	85%	

Table 2. Sub area 2 Wednesday parking survey results 2012 (Lambert and Rehbein)

The occupancy and duration of stay results indicate that this Sub area is influenced by residential, commuter, schools and local employee parking. As a result of the findings resident parking area M7 was expanded to include Hunter Street and West Street (on the western side between 38 and 52).

Review findings

There were seven responses to the survey in this area and residents reported owning 12 vehicles.

Residents report an increase in demand due to a number of factors including;

- TAFE car park is no longer free so the students park on the road
- commuters park and catch the train
- Petersham school drop off and pickup
- development of 111-115 New Canterbury is restricting parking and the workers on the site are parking in the street
- demand from venues open later at night is putting pressure on the parking Hunter Street close to New Canterbury Road

West Street and Gordon Street were at high levels of occupancy in the 2012 report and it is foreseen that since these streets are at capacity any changes to conditions (such as a fee being attached to the TAFE parking) would not be absorbed in West Street or Gordon Street) and would therefore be potentially flowing into Hunter Street (particularly during the hours that TAFE operates).

Impact from the evening entertainment venues on New Canterbury Road is likely to affect residents of Hunter Street near the intersection but there should be capacity further north in Hunter Street.

Hunter Street

The 2012 parking surveys indicated that there was a high level of occupancy in the morning and afternoon in Hunter Street. Since the TAFE car park has a fee introduced residents are reporting students are parking in Hunter Street. Due to this and reported increases in the use of Hunter Street for commuter parking as well as spillover effects from resident parking schemes in nearby streets, it is recommended to expand the resident parking zones in hunter Street along the western side to cover from new Canterbury Road to Railway Terrace.

Monday

Location		L.	Capacity (%)						
		Restriction	8am	10am	12pm	2pm	4pm		
Hunter St - West side	37	NR	65%	65%	51%	59%	65%		
Hunter St - East side	42	NR	74%	74%	71%	62%	60%		
Hunter St - East side	4	NP-5	50%	50%	25%	25%	25%		

Wednesday

	y le	Б	Capacity (%)							
Location	Available Capacity	Restriction	8am	10am	12pm	2pm	4pm	6pm	8pm	
Hunter St - West side	37	NR	62%	78%	46%	62%	59%	0%	0%	
Hunter St - East side	42	NR	86%	95%	67%	83%	81%	0%	0%	
Hunter St - East side	4	NP-5	25%	25%	0%	0%	0%	0%	0%	

Saturday

Location		<u>lo</u>	Capacity (%)				
		Restriction	10am	11am	12pm	1pm	
Hunter St - West side	37	NR	0%	0%	0%	0%	
Hunter St - East side	42	NR	57%	55%	55%	55%	
Hunter St - East side	4	NP-5	0%	0%	0%	0%	

Sunday

Location		e A		Capacity (%)					
		Available Capacity	Restriction		10am	11am	12pm	1pm	
Hunter St - West side		37	NR		46%	49%	49%	49%	
Hunter St - East side		42	NR		74%	74%	74%	74%	
Hunter St - East side		4	NP-5		75%	75%	75%	75%	
LEGEND: NR = No Restriction; 1P = 1P 8:30am-6pm(mon-fri), 8:30am-12:30pm(sat); D = Disabled; NP-5= No Parking									
8:45am-9:30am&2:45pm-3:30pm School Days; NP-6 = No Parking 8am-10pm(mon-fri)									
Capacity < 75%	75% => Capacity < 85% Capacity >= 85%								

Table 3 – Survey results for Hunter Street 2012 parking surveys (Lambert and Rehbein)

Recommendations for Sub Area 2

- Hunter Street (western side) between number 41 and number 53 Hunter Street.
 Convert 2P Permit Holders Excepted 8am to 6pm to 2P Residents Excepted 8am to 10pm
- 2. Hunter Street (western side) between number 40 and number 50. Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm
- 3. Hunter Street (western side) between Denison Road and The Boulevarde -Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm

Sub Area 3

2012 parking surveys showed that peak car parking within Sub Area 3 occurred at 9am on Wednesday, with an overall occupancy rate of 60%. The main constrained and near constrained locations in Sub area 3 were identified as follows:

- Brown Street
- McGill Street (excluding 2P permit area)
- Hudson Street
- William Street

Review findings

This area has undergone significant change since the parking surveys in 2012 and much of

the area is now under development for high density multi storey residential dwellings.

At the time of writing there are only two small pockets of single unit residential dwellings remaining; Old Canterbury Road - Six houses (number 60-number 70) between William Street and Longport Street, and William Street between Old Canterbury Road and Brown Street 6 dwellings.

The 2012-2013 strategy did not make any recommendations for this area as it was likely foreseen that the entire area would be developed within the short to medium term. In the event that this has not taken place, the pressure on residential parking for those remaining residents in single unit dwellings has increased. Parking surveys were undertaken in April 2016 and a high level of occupancy was recorded in the area (SeeAppendix C)

The occupancy in the area is now affected by the construction parking from the developments in the immediate area. As the development proceeds it is foreseen that the residences will continue to be under parking pressure from increased numbers of people.

Old Canterbury Road and William Street

A petition was received by Council in April 2016 from residents in Old Canterbury Road (60-70 and William Street 2-6) seeking implementation of resident parking restrictions in William Street, Brown Street and Longport Street. The residents note that since there have been increased parking restrictions implemented in surrounding streets they are unable to park in many nearby areas due to being ineligible for the resident parking schemes. Also since the start of work on the multi-unit residential development adjacent there has been pressure from construction related traffic and workers parking in nearby streets notably William, Brown and Longport Streets

Following site meetings with Council officers the resident highlighted their problems with construction related traffic and reiterated their request for resident parking including a request that Council consider Longport Street even though there are no residences in the affected stretch. This area was not recommended for resident parking at the time of the 2013 study as it was foreseen that within a reasonably short time frame the residential dwellings in Old Canterbury Road between Longport Street and William Street itself would change hands from private ownership and be

annexed to the development site. Even though this may be the most likely eventual scenario, in the meantime Council seeks to provide parking amenity where feasible to existing residents.

There are currently 7 spaces available in William Street and 9 available in Longport Street, all unrestricted.

Recommendations for Sub Area 3

Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm as follows

- a. William Street –(southern side)
- b. Longport Street (southern side between old Canterbury Road and Brown Street

(As part of resident parking area M7 - Lewisham Station)

Sub Area 4

The original 2012 parking surveys indicated that Sub area 4 was not at that time experiencing any major parking capacity issues. Parking occupancy rates were generally constant over the four day survey period with a maximum capacity of 40% for the Sub area observed on Wednesday. Length of stay surveys show that a high proportion of vehicles parked at the start of the survey were parked for 8 or more hours. This is also typical for residential areas.



Review findings

Sixteen (16) responses were received to the survey from this Sub area. Most respondents were from Weston Street (4) and Windsor Road (5) Five (5) dwellings with off street parking with capacity for 8 vehicles, and there were 23 vehicles owned between the respondents. In general those with off street parking had less difficulty finding parking and were

supportive of fewer restrictions; while those without off street parking preferred "a combination of resident permit parking and unrestricted parking".

Respondents noted that there had been increased demand due to the Lewisham light rail.

Three (3) residents of Windsor Road preferred to have some resident parking restrictions.

Parking surveys done (in November 2015) showed that parking was near constrained in Weston Street between Channel Street and Old Canterbury Road. While there was less constraint in Windsor Road between Channel Street and Old Canterbury Road, it is foreseen that if resident parking is introduced in Weston Street, there would be spillover into Windsor Road so it is recommended that both Weston Street and Windsor Road have resident parking introduced in order to manage spillover and the impacts from

commuter demand from light rail as well as between and near constrained in Windsor Road to Arlington Road and Weston Street to Davis Street (near the Light rail station)

Recommendations for Sub Area 4

- Windsor Road (western side) between Old Canterbury Road and Channel Street. Convert Unrestricted to 2P Permit Holders Excepted 8am to 6Pm
- Weston Street (eastern side) between Old Canterbury Road and Waratah Mills Light Rail (number 9 to number 75). Convert Unrestricted to 2P Permit Holders Excepted 8am to 6pm.

Sub Area 5

Data from the 2012-2013 report indicates that peak car parking within Subarea 5 occurred at 11am on Wednesday, with an overall occupancy rate of 65%.During weekdays the parking occupancy rates identified over the whole Subarea were relatively constant throughout the survey period. This is likely due to influences from a variety of parking groups including residents, commuters, businesses, staff and students of educational facilities.

In the 2012 parking surveys showed the main constrained and near constrained locations were:

- Victoria Street
- Hobbs Street
- Henry Street
- Jubilee Street
- Denison Road
- The Boulevarde
- Toothill Street
- Eltham Street

Sub Area 5

As a result of the findings additional resident parking areas were implemented in The Boulevarde, Denison Road, Victoria Street and Eltham Street.

Review findings

Resident parking restrictions have been progressively introduced to address resident demands. In general, people who were made eligible for the additional resident parking were "satisfied" or "very satisfied" with the provisions but many still felt that parking was difficult.

However, the introduction of limited resident parking areas has resulted in spillover into adjoining resident areas with some residents communicating a high level of dissatisfaction with having not been included in the resident parking areas to date.



Figure 7. Sub Area 5 - Level of Satisfaction with marking measures introduced in 2014

The Boulevarde

Comments included;

- there is not enough permit parking spaces and parking is hard to find. Restrictions only implemented on one side of street (The Boulevarde) between Toothill Street and Hunter Street. Therefore commuter and short stay park on one side - our side."
- Restrictions only work when they are policed. We are not aware of any monitoring by Council of restricted parking in our street. We see a number of cars without permit stickers parked for long periods in the restricted zone. Were the signs a mere deterrence?
- we are noting an increase of commuter parking (access to Lewisham train station) on our side of the street, outside our house.

Eltham Street

There were 3 responses from residents of Eltham Street in the section between Denison Road and The Boulevarde, where resident parking already exists on the eastern side of Eltham Street. It is foreseen that there will be spill over from proposed resident parking restrictions in Victoria Street. In order to manage this new resident parking restrictions are proposed for Eltham Street (western side) between Victoria Street and Denison Road

Fred Street

There are currently no resident parking restrictions in Fred Street, parking is unrestricted. There were five (5) responses from residents of Feed Street (a very short street) residents are reporting construction traffic and parking overflow from the local high school. All respondents from Fred Street preferred resident permit parking for residents and time restricted for non-resident"

All respondents reported they have no off street parking and there is low car ownership amongst them. As well they report having to sometimes or often circle the block to find parking. "Given that Fred St is a one way street and the majority of the houses on the street don't have off-street parking it is very inconvenient to have to circle around for a car spot."

"With the building of multiple new apartment blocks in Lewisham on Old Canterbury Road it has become increasingly difficult to find a park on our street (Fred St). Already each morning Fred St and Summer Hill St are filled with workers cars. This situation will worsen when the developments have been completed as there isn't going to be sufficient parking in the new blocks to support all the new residents. This will result in an overflow of cars into the surrounding streets."

A recommendation is made for the implementation of 2P Residents Excepted parking restrictions in Fred Street (southern side).

Summer Hill Street

There is no existing resident parking restriction in Summer Hill Street.

There were 4 responses to the survey, all preferred "Resident permit parking for residents and time restricted for non-residents".

Residents had 7 cars between the 4 households and 2 had off street parking with a capacity for 4 cars in total.

Comments included

- Summer Hill St and nearby Fred St are frequently fully parked between 7 and 3 each day due to ongoing construction work on Old Canterbury Rd and workers using Lewisham Station parking in our street. I have a young child and frequently need to park away from my property and carry her home. If I had more than one child I would be unable to use my car during the day due to being unable to park close to home. I do not expect parking to become easier in the area due to new parking restrictions coming into effect in Summer Hill and the significant increase in apartments being constructed over the road.
- Access & parking around Short St has been more difficult since the 2 hour zones were introduced further along Victoria St towards Lewisham Station, especially during school terms. Senior students from Christian Brothers take available street parking & block driveways regularly.

Recommendation is to introduce in Summer Hill Street (eastern side) 2P Residents Excepted restrictions 8:30am to 6pm given the effect of spillover from surrounding existing and proposed resident parking restrictions, the effect of development and construction traffic.

Toothill Street

Resident parking exist(s) in Toothill Street (eastern side) between Denison Road and Victoria Street. Essentially the changes to parking made my situation much worse.

There were seven (7) respondents to the survey from Toothill Street and of those only 2 were dissatisfied. The main reason for dissatisfaction is that there is resident parking restriction only on one side of the street.

No additional restrictions are recommended at this time

Victoria Street

There are existing resident parking restrictions in Victoria Street between Hobbs Street and Toothill Street on the eastern side and between Toothill Street and Summer Hill Street on the western side. (Victoria Street extends into Sub Area 6 -see below). There were twenty (20) responses from residents of the section between Victoria Street between Railway terrace and Eltham Street (Sub area 5). Of those eleven (11) were from households who are not eligible for the existing resident parking scheme. Of that nine (9) preferred, "resident permit parking for residents and time restricted for non-residents", and two (2) "a combination of resident permit parking and unrestricted parking".

Comments included

- Please review as many residents are finding it difficult to find parking since Council implemented restrictions on one half of Victoria Street, many school children from Christian Brothers park as well as workers building the new apartments along Old Canterbury Road and Edward Street Summer Hill.
- I have completed the council survey which is a review of parking changes in Lewisham. The purpose of this letter is to expand on and clarify my extreme dissatisfaction at the changes made in Victoria St.
- I, my wife and our 2 young children live at 64 Victoria Street. Our house is the second from the corner of Summerhill Street, we live in a narrow terrace with no driveway and no off-street parking. Number 62 is where unrestricted parking now commences since implementation of the Lewisham parking strategy. If you are familiar with the area, you will know that there is only one property of the 16 along our side of the street with a driveway. Thirteen of these properties are single fronted while three have double frontage. Please see attached street diagram. Of the houses in our block, most are 2 car families and some have teenagers who are now also purchasing cars.
- The purpose of the Lewisham parking strategy was to deliver a better balance of parking space for residents, businesses, shoppers, commuters and others. It was also designed to maximise the parking space already in place and manage changing parking needs. The scheme may have protected resident parking in the new 2 hour zone areas (on our street a majority of these properties have driveways and off-street parking anyway), and it has absolutely provided commuter parking. What it has abysmally failed to do is protect accessible parking for the residents of Victoria Street between Summerhill Street and Eltham Street. As I have already mentioned, our side of the street is predominantly narrow dwellings with no driveways or off-street parking. Moving the 2P parking zone further along Victoria Street has not improved the situation at all, it has relocated the parking problem further along the street to an area where dwelling density is at its highest and residents have no option for off-street parking.

Recommendations for Sub Area 5

- Eltham Street (western side) between Victoria Street and Denison Road -Implement 2P Permit Holders Excepted 8:30am to 6Pm Resident Parking
- Fred Street (southern side) Implement 2P Permit Holders Excepted 8:30am to 6Pm Resident Parking
- The Boulevarde Implement 2P Permit Holders Excepted 8:30am to 6Pm Resident Parking in The Boulevarde (southern side) from outside 55a to the intersection with Eltham. Street (eligible households 53B to 59 The Boulevarde) subject to normal conditions regarding availability of off street parking (not able to confirm via desktop investigation).

- Summer Hill Street (eastern side) Implement 2P Permit Holders Excepted 8:30am to 6Pm Resident Parking
- Victoria Street extend existing resident parking restrictions to include the section of Victoria Street (western side) between Summer Hill Street and Eltham Street
- Ensure enforcement for resident parking in area M7

Sub Area 6

At the time of the 2012-2013 study Sub area 6 was not experiencing any major parking capacity issues. At that time peak car parking occurred at 12pm on Saturday, with an overall occupancy rate of 57%.

The main constrained and near constrained locations were identified as follows: The Boulevarde

- Denison Road
- Nelson Street
- Little Street
- Short Street

The occupancy and duration of stay results indicate that this Sub area is influenced by residential, schools and local employee parking. No additional resident parking restrictions were implemented as a result of the 2013 study.

Review findings

Parking surveys undertaken in November 2015 (See Appendix A) indicate this area has been subject to a growth in demand with streets near light rail and other commuter attractors, large residential development and adjacent resident parking areas showing increased constraint since 2012.

The Boulevarde

There are no resident parking restrictions in the section of The Boulevarde that sits in Sub area 6. Parking surveys from November 2015 show that The Boulevarde between Eltham Street and Piggott Street is constrained or near constrained at most times. (see Appendix B)

There is a level of dissatisfaction with the availability of parking for residents in the area. In this section between Eltham Street and Piggott Street the residences are a combination of single unit dwellings and older style multi unit dwellings. There is some availability of off street parking but it would not meet the demand or not be sufficient to provide amenity for residents.

It appears that even those with permits do have some difficulty parking with reports from all respondents that they had to circle the block to find parking sometimes or often

Comments include

 Our street The Boulevarde is fundamentally a parking station for trains and school users. I find it unhelpful to try to park in my street, which is bordered by 3 schools, TAFE, and trains. We have lived in the house for 11 years and the parking situation has worsened. I catch the train to the city for work, so I don't understand as we live so close to a train station why workers in Lewisham can't do the same.

- On my days off work or in the afternoons, it is impossible to find a parking space.
- Aesthetically, to walk out onto your street and see fundamentally a car yard outside your house is oppressive. I can say I see less cars parked on the street, in the CBD.
- I must mention Sunday between the hours of 12 2pm, is the best the street looks, with locals only parking and using the street.

Nelson Street – Short Street – Little Street - Victoria Street

Occupancy surveys undertaken on behalf of Council (see Appendix A) indicate that there is a high occupancy in the smaller streets off Victoria Street between Eltham and Davis Street. Resident support for resident parking restrictions in these streets is borne out by the responses to the survey.

Victoria Street between Eltham Street and Davis Street is in the 50-75% occupancy range and implementation of resident parking in adjoining streets would likely have a knock on effect and increase the occupancy to threshold levels for resident parking restrictions.

Davis Street

There are no existing resident parking restrictions in Davis Street, parking is unrestricted. There is a direct impact on Davis Street from the nearby waratah Mills Light rail.

Occupancy counts show that there is a medium to high demand in the cul de sac.

Three (3) residents of the cul de sac in Davis Street responded to the survey none had off street parking, between them there were 4 registered vehicles. They reported having to circle the block to find parking "sometimes" or "often".

They all sated a preference for "a combination of resident permit parking and unrestricted parking".



Figure 8. Map showing the cul de sac in Davis Street

Comments included;

- My home is situated in the cul de sac which ends at the Waratah Mills Light Rail Station. People are now parking in that cul de sac and leaving their cars there all day while taking the rail to work. I would assume parking pressure will only increase in the future.
- Since the opening of the light rail stop (Waratah Mills) our little dead end street is frequently parked out with people driving to the light rail and parking their car often all day. This has meant parking our car around the corner in Victoria Street which then impacts on the Victoria Street residents

Given the proximity to the light rail and the lack of off street parking it is recommended that a 2P Permit Holders Excepted 8:30am to 6pm be implemented in Davis Street (eastern side) in the cul de sac.

Recommendations for Sub Area 6

- Davis Street (cul de sac) (2-10) (eastern side) Implement 2P Permit Holders Excepted 8:30am to 6pm
- Denison Road between Eltham Street and Piggott Street – Implement 2P Permit Holders Excepted 8:30am to 6pm (note inclusion in Dulwich Hill parking review)
- Victoria Street between Eltham Street and Davis Street (southern side) Implement 2P Permit Holders Excepted 8:30am to 6pm
- Nelson Street (eastern side) Implement 2P Permit Holders Excepted 8:30am to 6pm
- Little Street (western side) Implement 2P Permit Holders Excepted 8:30am to 6pm
- Short Street (eastern side) Implement 2P Permit Holders Excepted 8:30am to 6pm
- Piggott Street (western side) between New Canterbury Road and Denison Road (this side of Piggott Street is on the Dulwich Hill Parking precinct) A recommendation will be made by way of a submission to have the proposed restrictions in Piggott Street extended the entire length of Piggott Street on the western side.

Appendix A

Community Consultation material – Letter to residents



15/4525 MB:SB 12 February 2016

Dear Resident

HAVE YOUR SAY **REVIEW OF PARKING CHANGES IN LEWISHAM**

In 2015, Council made parking changes in a number of streets in Lewisham as part of a strategy to:

- · deliver a better balance of parking space for residents, businesses, shoppers, and others;
- · maximise the parking space already in place, and
- · manage changing parking needs over the next five years.

Have your say

Council is now reviewing these parking changes to find out how well they are working and if there are any new issues or concerns. You are invited to provide feedback by completing a survey online at:

www.yoursaymarrickville.com.au

Please select 'Lewisham' when asked which precinct you live in.

The closing date for the survey is 7 March 2016.

What happens next?

The survey results will identify areas where further work is needed to understand if any additional parking changes are required. If any changes are proposed the community will have an opportunity to provide feedback before a decision is made.

Further information

If you wish to have a printed copy of the survey mailed to you or if you have any queries about the review please contact Mary Bailey, Parking Planner, on 9392 5499 or email mary.bailey@marrickville.nsw.gov.au.

A full copy of the Parking Study report can be found on www.yoursaymarrickville.com.au.

Yours sincerely

Mary Bailey Parking Planner

ABN 52 659 768 527 Administrative Centre | 2-14 Fisher Street, PO Box 14, Petersham NSW 2049 | DX 3910 – Annandale NSW

02 9335 2029 02 9335 2025 (hearing imp



LEWISHAM PARKING PRECINCT STUDY AREA

Promoting sustainable transport in our precinct parking strategies

Marrickville's parking strategies are in line with Council's objective of promoting sustainable transport. This aim is embedded in a number of Council's key plans, including the Strategic Plan, and the Integrated Transport Strategy.

The sustainable transport approach moves away from trying to meet peak parking demand by building new car parks. Instead it supports better parking turnover and prioritises the appropriate vehicles for the appropriate parking spaces. It also promotes the use of public transport, cycling and car-share schemes.

Like us on Facebook, follow us on Twitter, watch us on Youtube, signup for our e-newsletters



Community Consultation material – Parking Questionnaire

MARRICKVILLE
Review of parking changes survey
Please tell us about your parking experiences since changes were introduced in 2015.
1. Which precinct do you live in?
Newtown-Enmore Marrickville Town Centre Sydenham Marrickville

2. Were new permit parking restrictions provided in your street in 2015?

Yes – go to question 3 N0 – go to question 5
N0 – go to question 5

3. To what extent are you satisfied or dissatisfied with the new parking changes in your street?



 Why are you dissatisfied with the parking in your street? Please provide up to two main reasons

There are not enough permit parking spaces and parking is hard to The current time restrictions cause parking problems	THIN .
There is a lot of commuter parking in my street	
There is a lot of inconsiderate parking	
Other – please state:	

5. My preference for parking in the street where I live is (select one):

	Resident permit parking for residents and time restricted for non-residents
[A combination of resident permit parking and unrestricted parking
	Unrestricted parking
	Laneway parking restrictions for access to properties

6. Which option best describes your experience of parking at your residence?'I have to circle the area to find a parking space...'

Often
Sometimes
Rarely
Never

7.Do you live in a property eligible for a resident parking permit? (You can check at: http://www.marrickville.nsw.gov.au/en/community/transport-andinfrastructure/parking/parking-permits/)

MARRICKVI



8. How many current resident parking permits do you have?



9. What type of dwelling do you live in?

House
Apartment, unit or flat
Other - please specify

10. Do you have off-street parking?

Yes – go to question 11
NO – go to question 12

11. How many vehicles can be parked off-street at your property?

12. How many vehicles are registered at your address?

Please fill in your details

This information (along with your answers) is confidential. It will help us to identify exact locations of parking issues and where further work is needed.

Name: _____

Property address (in parking review): _____

Residential address (if different to above):

Email address:

Additional comments (optional):

Appendix B

Parking Surveys November 2015



Tuesday 8am



Tuesday 2pm



Tuesday 3pm



Tuesday 7pm



Saturday 9am



Saturday 12 noon



Saturday 3pm

Appendix C

Parking Surveys Sub Area 3 April 2016

	40/04/2046		
DATE:	19/04/2016		
DAY:	Tuesday		
STREET:	William Street		
	Brown Street and		
DETWEEN	Old Canterbury		
BETWEEN:	Road		
TOTAL No. of	7		
Spaces No. of Spaces	1		
Occupied	7	7	6
% OCCUPIED	100%	100%	86%
	100 /0	10070	00 /0
	8:00AM	11:00AM	2:00PM
Location			
William Street			
No Stopping	Occupied	Occupied	Occupied
Spot 1	Occupied	Occupied	Occupied
Spot 2	Occupied	Occupied	Occupied
Spot 3	Occupied	Occupied	Nil
Spot 4	Occupied	Occupied	Occupied
Spot 5	Occupied	Occupied	Occupied
Driveway	Nil	Nil	Nil
Spot 6	Occupied	Occupied	Occupied
Driveway	Nil	Nil	Nil
Spot 7	Occupied	Occupied	Occupied
No Stopping	Occupied	Nil	Nil
Totally = 7 Cars, 1 Truc Bike Parked at 8:00AM Totally = 7 Cars & 1 Bik			
Parked at 11:00AM Totally = 6 Cars & 1 Bil	(0)		
Parked at 2:00PM			

DATE:	10/04/2016			
DATE:	19/04/2016		SOUTH	
DAY:	Tuesday		SIDE	
STREET:	Longport Street			1
JINELT.	Old Canterbury			
	Road and			
BETWEEN:				
TOTAL No. of				
Spaces	9			
No. of Spaces				
Occupied	9	9	9	
% OCCUPIED	100%	100%	100%	
	8:00 AM	11:00am	2:00pm	<u> </u>
Location				
Longport Street				
No Stopping	Occupied	Nil	Nil	
Spot 1	Occupied	Occupied	Occupied	
Spot 2	Occupied	Occupied	Occupied	
Spot 3	Occupied	Occupied	Occupied	
Driveway	Nil	Nil	Occupied	
Spot 4	Occupied	Occupied	Occupied	
Spot 5	Occupied	Occupied	Occupied	
Driveway	Nil	Nil	Occupied	
Spot 6	Occupied	Occupied	Occupied	
Spot 7	Occupied	Occupied	Occupied	
Spot 8	Occupied	Occupied	Occupied	
Spot 9	Occupied	Occupied	Occupied	
No Stopping	Occupied	Occupied	Occupied	
Note: Total 10 Car	-			
& 1 Bike Parked a	t			
the location at				
8:00AM	0			
Note: Total 9 Cars 1 Bike Parked at t				
location at 11:00A	-			
Note: Total 12 Car				
& 1 Bike Parked a	-			
the location at				
2:00PM				

Appendix D

Existing Resident Parking Areas



Extended M7 Permit parking area implemented following 2012 study



- New M16 Permit parking area implemented following 2012 study